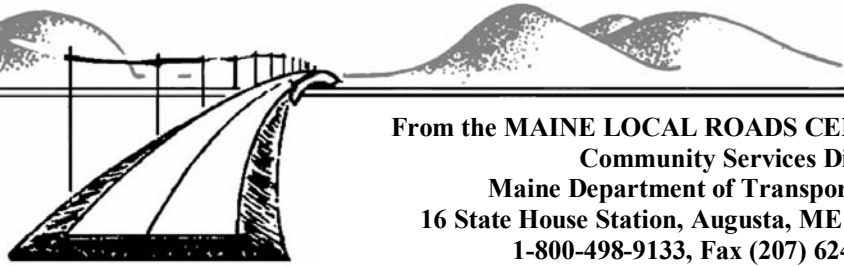




"MAINE LOCAL ROADS NEWS"

FALL 2003

A Newsletter to Assist Maine
Towns in Dealing with Local
Transportation Concerns



From the MAINE LOCAL ROADS CENTER
Community Services Division
Maine Department of Transportation
16 State House Station, Augusta, ME 04333
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"Pre-Wetting" The new wave in snow & ice control

A lot of municipalities "contract out" winter plowing and sanding in Maine. Most of these contractors still follow the traditional method of plowing snow. This includes plowing roads once an inch or more of snow has accumulated and spreading sand and salt across the road surface. In recent years, many highway departments have learned the benefit of modifying traditional plowing and sanding program to include a "pre-wetting" system. The good news is that communities that contract out can also take advantage of this simple technology and not be left behind.

"Pre-wetting" is defined as the addition of liquid ice control materials (liquid calcium chloride, for example) to either rock salt and/or sand. Once applied to rock salt, the liquid material activates the salt and reduces the freezing point of it. For example, adding 32% concentration liquid calcium will activate rock salt to melt ice effectively when freeze conditions are as low as -25° F as compared to straight rock salt's effective melting rate of +15° F. Pre-wetting also helps sand and salt stick to the road surface and reduces its "bounce and scatter" to the sides of the road. The overall result is that pre-wetting saves time and money and provides for safer winter road surfaces.

The most basic pre-wetting system requires a spray system and a calibrated spreader on a truck. Spray systems can range in cost from \$1,500 to \$2,500, depending whether it's electric or hydraulic. In order to calibrate the truck, the operator must be able to control the truck gate opening. There also needs to be a storage tank on the lot used to

contain the liquid calcium. This is a one time investment that will cost about \$ 3,000.

Communities that need to vary the sand/salt spreader application rates (for example, having lots of downtown areas) may also want to consider including a ground speed control system with a pre-wetting system. However, if you are retrofitting an existing truck, costs for adding ground speed control are much higher than ordering when equipping the truck for the first time. Ground speed control can cost over \$10,000 for a retro-fit or about \$4,000 if included on a new truck purchase. However, payback time could be only a year or two.

While some municipal highway departments have made the transition to using this technology, many of those towns that contract out have not. Towns that contract out during winter can, however, implement a pre-wetting program.



(see **PREWETTING**, page 2)

(PREWETTING from page 1)

Phil Curtis, Road Commissioner for the unorganized areas of Somerset County, said that private contractors have had a pre-wetting program for the past three years as required by Somerset County. The key to the program's success has been the timing (getting out at the beginning of the storm), technology, and training. Rather than continuing to chase the storm, the contractors are all done once the storm is done.

Contractors like pre-wetting because it saves them time and money. Most contractors get paid by the mile and not hours spent plowing and sanding winter roads. Followed properly, pre-wetting creates fewer plowing and sanding trips. This translates to less wear and tear on the equipment and less cost to the contractor. Once invested, it may take a year or two to pay for itself. In most cases, municipalities will see better results than those without such a program.

Towns that contract out plowing and sanding start by requiring pre-wetting in the bid process as a specification in the contract. For example, Somerset County's snow removal contract says that "all paved road surfaces shall be treated with pure, pre-wetted salt at a rate of 10 to 12 gallons per ton of 32% liquid calcium chloride." The contract continues to require pre-wetted sand for gravel roads at a specified rate.

A sample bid package is available at the Maine Local Roads Center for those towns considering pre-wetting requirements. Training is also available for private contractors that work for municipalities. To help these contractors understand the benefits of pre-wetting, look for our next Snow and Ice workshop held frequently around the state. □

THE CENTER HAS A NEW WEBSITE ADDRESS



The entire MaineDOT website has changed its location on the world wide web, including the former site of the Center. While most information transferred to the new location, some parts of the site are still under construction.

To find our new location, and more in Community Services, go to: <http://www.maine.gov/mdot/> and click on the "municipal info" tab.

General E-mail can be sent to: local.web@maine.gov

Other new Maine DOT website addresses are:

MDOT Bridge Management Website

www.state.me.us/mdot/brmgmt/homepage.php

Biennial Transportation Improvement Program (BTIP)

www.maine.gov/mdot/planning-documents/btip_04-05.php

Traffic Counts

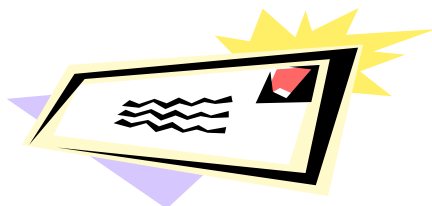
www.maine.gov/mdot/traffic-counts/traffic-monitoring.php

MDOT Access Management

www.maine.gov/mdot/planning-process-programs/access-mngmnt.php

DOT Package Coming in January

Ever wonder how the DOT chooses the State transportation projects which happen in your town? A big part of that decision comes from whether the town/city responded to a specific DOT questionnaire. The next one is scheduled for early January and this simplified package will ask for your local suggestions on highway/bridge/traffic and other transportation options. IT'S VERY IMPORTANT to respond. Your suggestions will be considered.....and prioritized with everyone else. Unfortunately, if the DOT does not receive a response, then it has to assume that the municipality has no suggestions. □



Permit Alert!

If your town or city issues building permits and some of them are for building with new or modified entrances on a State or State Aid Highway, then please take notice that the law has changed! Before the Town can issue the building permit, the applicant MUST have the necessary MDOT permits in hand first. **See article on page 9.**



New "ROADS SCHOLARS" in 2003

The Maine Local Roads Center is proud to list the following names of those who have earned their Roads Scholar:

Alley, Eugene: Sanford
 Brown, Russell: Kennebunk
 Burr, Daniel: Cumberland
 Devoe, Vaughn: Portage Lake
 Foster, Stephen: Cumberland
 Fraser, Dennis: Bath
 Free, George: Veazie
 Gaudet, David: South Portland
 Hammond, Gary: Veazie
 Hay, Earl: Bath
 Hodgdon, Henry: Bath
 Holbrook, Robert: MaineDOT
 LaVallee, Ken: Bath
 Lawlor, Donald: Auburn
 Leiner, Lee: Bath
 Ridley, Mary Lou: Solon
 Turner, Brian: Monson
 Wardwell, Dana: Bangor
 Whitney, Gerald: Wilton
 Whitten, Gary: Fryeburg
 Williams, Charlie: Bath
 Wing, James: Bath



Russell Brown (*left*) Town of Kennebunk receives his "Roads Scholar" plaque from Pete Coughlan at the APWA Conference.



Dana Wardwell (*left*) City of Bangor receives his "Roads Scholar" plaque from Pete Coughlan at the APWA Conference.



Daniel Burr (*left*) and Stephen Foster (*right*) Town of Cumberland receive their "Roads Scholars" at the Annual APWA Conference.



City of Bath employees receive their "Roads Scholars" at the Highway Congress. (*l-r*) Lee Leiner, Earl Hay, Charles Williams, Henry Hodgdon, and Jim Wing.



Eugene Alley (*left*) Town of Sanford receives his "Roads Scholar" plaque from Pete Coughlan at the APWA Conference.



Don Lawlor (*left*) City of Auburn receives his "Roads Scholar" plaque from Pete Coughlan at the APWA Conference.



← Vaughn DeVoe (*left*) Town of Portage Lake receives his "Roads Scholar" plaque from Pete Coughlan at the "Lines, Levels, & Layouts" Workshop in Caribou.

What's wrong with this picture?



Sand and salt needs to be kept inside the building.

It should be obvious to every [road commissioner/public works director](#) that this town is attempting to store more sand/salt than is possible in this building. [It would be easy to](#) say, "Well, they simply outgrew the building." This is a violation of state law.

When a town receives state funding for the construction of a sand/salt building -- especially Priority 1, 2 and 3 towns -- it is bound by deadlines and requirements in statute designed to prevent further ground water contamination by salt. In particular, the statute which governs building construction (38 M.R.S.A. §451-A(1-A)) requires the facility to be "in operation" by dates specified in order to be exempt from waste discharge licensing requirements. The [DEP](#) has since defined "in operation" as when all salt and sand/salt piles at a storage area have been relocated to a building or buildings (06-096 CMR Chapter 574).

Filling the sand/salt building to the point depicted in the picture or leaving salt uncovered on the apron for several days (or weeks) prior to mixing is not "in operation" and, therefore, in violation of 38 M.R.S.A. §413(1) and (2-D) for discharging to waters of the State without obtaining a license from the [DEP](#). Storing salt or sand/salt materials outside

of the storage building places ground and surface water at risk of [contamination](#) and is contrary to the Legislative intent of the Sand and Salt Building Program.

Once [a](#) town has a building, all sand/salt materials must be stored in the building at all times. During times of mixing and stacking, salt may be placed on the apron outside the building, but this material should be used within a day or two, at most, and covered when not in use. The [DEP](#) has begun to issue Letters of Warning to towns with buildings that continue to store salt or sand/salt outside and uncovered. □

Article prepared by Tammy Gould, DEP. She can be contacted at 287-3901. Info can be found on the web at: <http://www.mainedep.com>. Type keyword "sandsalt."

Additional information about salt storage, winter operations, and environmental concerns can be found at:

<http://www.saltinstitute.org/>

Commercial Drivers Licenses (CDL): The Law...

The Motor Carrier Safety Improvement Act of 1999 added restrictions to the Commercial Drivers License (CDL). Most of the changes were finalized on July 31st of 2002 with an effective date of September 30, 2002. States were given until September 30, 2005 to make the changes and show that they are enforcing them.

Changes in the CDL process are designed to make the roadways safer. They do this by making the requirements to obtain and keep the license stricter. A good portion of the changes are directed to the issuing entity, but the following items directly affect the operator:

Punishments for driving a Commercial Motor Vehicle (CMV) while under the influence of alcohol are more severe. (BAC of 0.04 or greater.)

Disqualifying offenses are taken more seriously and violation may lead to a lifetime disqualification. The definition of a "Serious Traffic Violation" has been expanded to include three additional offenses:

- Driving a CMV without obtaining a CDL.
- Driving a CMV without a CDL in the driver's possession.
- Driving a CMV without the proper class of CDL and/or endorsement.

A School Bus endorsement, "S", has been added. A school bus is defined as a vehicle capable of carrying 16 or more passengers and is used to transport pre-primary, primary, or secondary students from home to school, from school to home, or to and from school sponsored events.

Record sharing between states has been enhanced. All violations will be

entered into a national database and may be accessed through the licensing bureau or enforcement agency.

By adhering to stricter conditions, the Federal Motor Carrier Safety Administration (FMCSA) hopes to reduce the number of accidents and make the roadways across America safer for everyone. For more information and exact wording of the CDL requirements, please contact your local licensing agency or the FMCSA web site: [http:// www.fmcsa.dot.gov/](http://www.fmcsa.dot.gov/). In Maine, your contact is Steve Piwowarski in Augusta at 622-8359.

Original article published by the Wyoming Technology Transfer Center Newsletter in Fall 2002. □



Managing Local Roads, Signs, and Equipment

Towns and cities face questions every year on how to put tax dollars to the best possible use on roads, heavy equipment, and signs. To help make better decisions, the Maine Local Roads Center offers a number of management software programs to municipalities. These programs include: Road Surface Management System (RSMS), Sign Inventory Management System (SIMS) and Municipal Equipment Management System (MEMS) program.

RSMS is a program designed to help municipalities create a road inventory, conduct road surveys and ultimately create a road network repair plan. The overriding philosophy is to "keep your goods road good" while attempting to upgrade your bad roads. Over the long run, municipalities that focus on routine and preventative

maintenance will better manage their tax dollars. This program helps "take the politics" out of roadwork planning by assigning independent condition ratings. Overall, it is a great management tool and has been used by many municipalities in Maine.

SIMS is a program for creating and managing a road sign inventory. As signs become missing, damaged or worn, it is a good idea to keep a record on what the community has at any given time. SIMS is a user friendly system designed to help keep road signs up to date and better managed. Both RSMS and SIMS are stand-alone programs in "Windows" format and require little hard drive space.

MEMS is a program designed to help public works departments do a number of equipment management tasks. These include: managing inventory and

stock items, creating work orders, tracking equipment costs, and scheduling inspections and creating maintenance intervals. The program is designed in Microsoft Access and will run on both Access 97 or newer versions.

While workshops are offered to promote these programs, the MLRC also has them available for purchase any time during the year. All software programs sell for \$25 and include the manual. If a municipality would like some help getting started, some on-site training is available. These programs work in small to large municipalities. Other programs may become available as new ones are developed. If your community is interested, please contact Jason Simcock at the Center. □

Raining Opportunities!

Over the last few months, heavy rains have come to many areas of the State causing washouts of roads, driveways and bridges. In spite of the damage, these rainfalls provide opportunities for the town to assess how things are working and to plan for the next natural event.

1. Check the entire road drainage system. What is working well, and what is not? Take notes. Take pictures. Ask others to take pictures. Notice how the water is flowing, where turbidity exists and where erosion is taking place. Measure water lines. Talk to friends, neighbors, or elderly residents, who can tell you about water activity in specific locations.

2. Enforce the town's driveway entrance policy. Does it need to be amended to account for the current situation? What kind of oversight is needed to enforce the policy? Does your town even have a policy?

3. Check driveway culverts as well as roadway culverts. Are there old driveway culverts that need to be replaced? Are inlets and outlets working? If not, why not? Are headers needed? Are the pipe diameters adequate? What about the length? Is there adequate cover over the pipe? How will the town insure that culvert pipes are installed correctly? Do you have confidence that the crew can install culverts properly every time?

4. Check ditches. Are they stone-lined where the slope is 5% or steeper? Check the back slopes, fore slopes and road shoulders. Make sure exposed soil is stabilized with either stone or vegetation or both.

5. Check the road crown. Chances are that where water washes directly onto driveways from the road, the crown is improperly shaped. The crown should be designed to get the water into the ditch as soon as possible after the water hits the road, rather than flow-

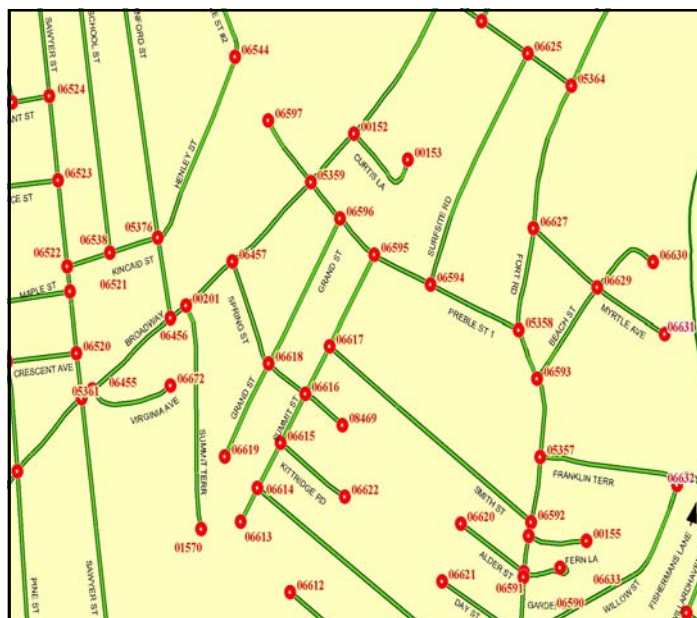


MDOT's Mapping Database To Change

The MaineDOT is replacing its 30+ year old road inventory database (TINIS) with a modern relational database. Though TINIS served the Department well for many years, the implementation of this new database will allow for much greater flexibility and accuracy of highway inventory data.

How will this affect your town?

The new system will not use TINIS "node numbers" or link numbers as shown on the map. New node numbers (intersections, town lines, etc.) will be used across the State. So, if you have an MDOT-produced map with node numbers on it, any new map produced after early 2004 will have a different set of numbers. For more information, call Andy Bickmore at 624-3300. □



Sample Node Map of area in South Portland.

How GASB 34 Applies To Your Town

If your town has less than \$10 million dollars in revenue on an annual basis, which is the case for most towns in the state of Maine, your community is now being asked to comply with GASB 34 accounting standards. Several municipalities have already completed implementing GASB 34, but a majority of the municipalities in state still face the question: *Should my community comply with GASB standards?*

What is GASB 34? GASB (Pronounced “gasbee”) stands for Government Accounting Standards Board. GASB is a nonprofit entity responsible for establishing accounting practices for state and local governments. Its sister organization, the Financial Accounting Standards Board (FASB), sets accounting standards for the private sector. GASB 34 is a policy statement that deals with accounting practices for infrastructure and capital investments. It was approved in June 1999 and has taken effect, in phases, over the last several years. By bringing government accounting practices into line with those of the private sector, GASB 34 intends to “improve the accountability of government to their citizens by providing better, more accessible information about the condition and costs of capital assets.” (Minn. LTAP)

Depending on the annual amount of revenues collected by the municipality, various deadlines and reporting requirements have been issued. There are three tiers (or revenue levels) that dictate which GASB 34 position applies to the community. Tier 1 is for municipalities with an annual revenue of above \$100 million. The City of Portland is the only Tier one municipality in the state. Tier II is for those communities with an annual revenue of \$10 million to \$100 million. Tier III applies to other communities with an annual revenue of less than \$10 million.

Does my Town have to do GASB 34? Although an accounting industry reporting standard, GASB 34 is not a state or federal mandate. Towns have the option of complying or not complying with it. That being said, **there are reasons why a community should strongly consider implementing GASB 34.**

Primarily, a community that provides GASB 34 reporting will meet certain audit standards. If towns do not comply with GASB 34, they will not receive an unqualified opinion on their financial statements. Without an unqualified opinion, municipal financial statements have less financial integrity. This ultimately may affect credit and bond ratings and end up costing communities more money. The worse

case scenario includes the possibility of receiving an adverse opinion by the auditor.

Second, completing GASB 34 provides more information to the public, town officials, and banks about the financial condition of public works.

Third, depending on the type of depreciation method selected, condition assessments may be obtained, which can also support a town’s capital improvement plan.

What GASB 34 requirements apply to my town? GASB 34 standards for tier 1 through 3 communities vary greatly. **For most towns in Maine (tier III), the least amount of reporting is required.** In this case, any prospective (new) road improvements done in the fiscal year beginning after June 15, 2003, must be reported to the town’s auditor. For example, those municipalities that use a calendar fiscal year in 2003 will need to follow this reporting requirement starting on January 1st of 2004. For municipalities in this category, meeting compliance may be as simple as tracking costs on a project basis and reporting this information to the auditor. **No retroactive reporting is required for tier III communities.**

Maine communities that fit the tier II (\$10 million to \$100 million annual revenue) category should already be reporting any new infrastructure costs (deadline was for fiscal year’s beginning after June 15, 2002) and begin retroactive reporting (to at least 1980) values beginning after June 15, 2006.

If your community would like more information on GASB 34, please feel free to contact us at the Maine Local Roads Center. □

Schedule for complying with GASB 34 reporting requirements

Reporting requirements	Agency’s annual revenue		
	\$100 million or more	\$10 million to less than \$100 million	less than \$10 million
Prospective	fiscal year beginning after June 15, 2001	fiscal year beginning after June 15, 2002	fiscal year beginning after June 15, 2003
Retroactive	fiscal year beginning after June 15, 2005	fiscal year beginning after June 15, 2006	encouraged but not required to report

RECENT LAW CHANGES

The following law changes are a small sample of recently enacted laws relating to Maine town and cities:



Sand/Salt Buildings – LD 1414, passed as PL 2003, c.502 (effective September 13, 2003)

This bill started out with a \$3 million price tag which would be split 50/50 between DOT buildings and municipal Priority 2 buildings. The final outcome provides only \$250,000 to be split 50/50 between DOT and municipal buildings plus an additional \$77,000 for the Town of Patten because it had the only built-but-unfunded Priority 2 building. *Therefore, on the municipal side, \$202,000 is for a couple Priority 2 towns, plus \$50,000 for the next built-but-unfunded Priority 4 town, and Patten.*

This bill also provides some exemptions for MDOT relative to deadlines for building and/or best management practices (BMP) completion. The DOT has always had specific deadlines for completed buildings and BMP's whereas municipalities do not have deadlines unless the State funds are available. Therefore, the DOT must provide periodic reports to the DOT citing its attempts at allocating State funds to the completion of buildings and BMP's.....until the State funds become available.

Blue vehicle lights – LD 464, passed as PL 2003, c.78 (effective September 13, 2003)

This law now allows fire and emergency medical response vehicles to display one blue light on the rear of the vehicle.

Dig Safe – LD 1604, passed as PL 2003, c. 373 (effective September 13, 2003)

Once again, this law has been changed. There are two important changes. The first one involves the 3 business day waiting period. In short, if you call Dig Safe and other utility operators in the area (plus private landowners) and *they inform you that no underground facilities exist in the excavation area*, you do not have to wait the 3 days and you can begin excavation immediately. Make sure you contact everyone though! The second change involves well drillers. The PUC must develop some rules specific to this type of excavation and submit them for legislative review before February 1, 2004.

Handicap Parking Spaces – LD 424, passed as PL 2003, c. 117 (effective September 13, 2003)

This law authorizes the municipal officers of any municipality to establish and enforce time limits for the use of a parking space reserved as a handicapped parking space on a *public way or public parking area*.

School Zone Safety – LD 12, passed as PL 2003, c. 92 (effective September 13, 2003)

"School zones" are officially defined as *"the portion of the highway abutting school property or 300 feet on either side of the school entrance, whichever is greater."* This law authorizes a municipality to exceed or deviate from this standard definition ONLY after agreement from the MDOT and the Chief of the State Police and its in accordance with the MUTCD.

Low Speed Vehicles – LD 393, passed as emergency PL 2003, c. 397 (effective June 3, 2003)

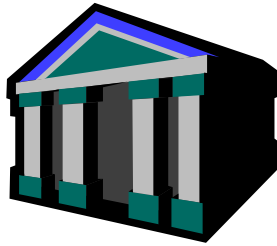
This is NOT a bill for ATV's. A "low speed vehicle" is a 4 wheeled motor vehicle, weighing no more than 1800 lbs, and that must be able to travel at least 20 mph but no more than 25 mph (and is equipped with at least 15 specific elements of a complete motor vehicle). This law authorizes their registration and operation on roads with posted speed limits of 35 mph or less. As of June 1, 2003, only 22 specific municipalities are authorized to allow these vehicles. As of September 1, 2003, all other municipalities are authorized to allow these vehicles. However, all municipalities are authorized to prohibit the operation of low speed vehicles by ordinance.

(Continued from previous page.)

Building Permits & New Driveways – LD 1452, passed as PL 2003, c. 363 (effective September 13, 2003)

In the past, anyone creating a new driveway or entrance onto a State road had to get a building permit from the municipality and an entrance permit from the DOT. There was no particular correlation between the two permits. This amendment to the law now requires that the DOT permit **MUST** be obtained first before the Town issues the building permit. In other words, the municipality cannot issue a building permit to the applicant until that person has obtained the proper driveway or entrance or traffic movement permit from the DOT first. Inside urban compact areas, the municipality issues the entrance permit but the DOT issues any necessary traffic movement permit, so both permits have to be obtained first before the town issues the building permit.

For further details on many other bills that passed as new laws relative to municipalities, see the July, 2003 edition of MMA's "Maine Townsman" or the State website at <http://janus.state.me.us/legis/ros/lom/LOM121st/LOM121Directory.htm>. □



MAINEDOT SALT PRICES FOR 03/04 WINTER SEASON

<u>DOT Division</u>	<u>Price/ton</u>	<u>Quantity</u>	<u>Supplier</u>
Div. 1 (Aroostook County)	\$38.18	23,000 tons	Harcros
Div. 2 (Washington/Hancock)	\$37.19	14,580 tons	Cargill
Div. 3 (Penobscot/Piscataquis)	\$38.32	20,200 tons	International Salt
Div. 4 (Kennebec/Somerset)	\$39.31	15,370 tons	Granite State Materials
Div. 5 (Midcoast Area)	\$36.37	12,900 tons	International Salt
Div. 6 (York/Cumberland)	\$31.04	11,600 tons	Granite State Materials
Div. 7 (Franklin/Oxford)	\$37.41	13,500 tons	Granite State Materials

These prices are for information purposes only. If your municipality can get a better price than the local DOT Division, congratulations.

12th Annual Highway Congress Skowhegan Fairgrounds-June 5, 2003

TIME OUT FOR TRAINING PRIZE WINNERS

1. JEFF KENDALL	AUBURN	Onspot of North America	Hat/T-Shirt Tape Measure & Pen Combo
2. CHUCK NEAL	AUBURN	White & Bradstreet, Inc.	W & B T-Shirt
3. EARL HAY	BATH	Culvert Rehabilitation Services	Leather Man Utility Knife
4. ARTHUR THOMPSON	BENTON	O'Connor GMC	Dual Post 850CCA Car/Truck Battery
5. JOE MOELLER	BRUNSWICK	Culvert Rehabilitation Services	Leather Man Utility Knife
6. CALVIN BRIDGES	CUMBERLAND	DJ's Municipal Supply Inc	1 Shovel Set (LHRP, LHSP, DHSP, DHRP)
7. STEPHEN FOSTER	CUMBERLAND	Gagne Precast	\$50 Gift Cert. for Gagne Precast
8. CHRIS LOGAN	CUMBERLAND	Maine Water Works	\$50 Gift Cert. to LL Bean
9. MARK BRAINERD	CUMBERLAND	Seaco	64 Piece Tool Set
10. STEPHEN TAYLOR	DEXTER	Maine Oxy	T-shirt & Hat
11. KEITH WORSTER	DEXTER	Maine Technical Source	Seco Hand "POP" Level
12. ERIC CAMPBELL	DEXTER	Reed Systems, LTD.	Swiss Army Knife
13. HILL ARTMAN	DEXTER	White & Bradstreet, Inc.	Dunkin Donuts Gift Cert. Book
14. JOHN PERRY	FHWA	McFarland Spring Corp.	Boss Snowplow T-Shirt and Hat
15. CARROLL LEWIS	FRYEBURG	Maine Local Roads Center	M.U.T.C.D. Manual
16. GARY WHITTEN	FRYEBURG	Seaco	Finish Sander - Corner Cat
17. WARREN BRYANT	JAY	Howard P. Fairfield, Inc.	\$50 Gift Cert. to L.L. Bean
18. RICK HOWATT	JAY	Maine Motor Transport Assn.	\$50 Gift Cert. to L.L. Bean
19. MICHAEL BUBIER	JAY	Northeast Cement Shippers	\$50 Gift Cert. to L.L. Bean
20. FRED RICHARDS	JAY	Perma-Line	Polo Shirt
21. CHUCK HASKELL	JAY	Reed Systems, LTD.	Swiss Army Knife
22. TERRY GREENLEAF	JAY	Reed Systems, LTD.	Swiss Army Knife
23. MIKE WILLIAMS	JAY	White & Bradstreet, Inc.	W & B Hooded Sweatshirt
24. ROBIN HERR	LONG ISLAND	Maine Oxy	T-shirt & Hat
25. STEVE THIBODEAU	MAIENDOT-DIV. 1	Reed Systems, LTD.	Swiss Army Knife
26. TRACY LORD	MAINEDOT-DIV. 1	Old Dominion Brush Company	Organizer
27. GLEN WILLETTE	MAINEDOT-DIV. 6	ICMA Retirement Corporation	Countdown to Retirement Clocks
28. CALVIN WHITE	MAINEDOT-DIV. 1	CMP - Public Safety	Hand Bag, Hat, Travel Cup
29. DAVID BRAYALL	MAINEDOT-DIV. 1	Old Dominion Brush Company	2 Hats
30. JOE TEDFORD	MAINEDOT-DIV. 1	Onspot of North America	Hat/T-Shirt Tape Measure & Pen Combo
31. STEVE HARRINGTON	MAINEDOT-DIV. 2	Coastal Metal Fab	1 7/8 - 2 Convert A Ball Trailer Ball
32. RYAN CAMPBELL	MAINEDOT-DIV. 3	White & Bradstreet, Inc.	Dunkin Donuts Gift Certificate Book
33. PHILLIP CLEMENT	MAINEDOT-DIV. 4	CMP - Public Safety	Hand Bag, Hat, Travel Cup
34. RHONDA WATERMAN	MAINEDOT-DIV. 5	Brake Service & Parts	265 Piece Multi Use Toolset
35. DALE BARTER	MAINEDOT-DIV. 5	WA Messer CO	1 Pair of Portland Sea Dog Tickets
36. RICHARD SIDELINGER	MAINEDOT-DIV. 5	WA Messer CO	1 Pair of Portland Sea Dog Tickets
37. NORMAN HAGGAN	MAINEDOT-DIV. 7	Reed Systems, LTD.	Swiss Army Knife
38. MARK GEORGIA	MILFORD	Perma-Line	Golf Shirt
39. CHARLES WEYMOUTH	MILFORD	Ray-Tech Infrared Corp	\$50 Gift Cert. to L.L. Bean
40. BRUCE BALFOUR	MONMOUTH	DJ's Municipal Supply Inc.	\$25 Gift Cert. to Sam's Club or Walmart
41. RODNEY BUBIER	MONMOUTH	Palmer Spring Co.	Hat/T-Shirt Combo
42. JOSEPH HANSON	MONMOUTH	White & Bradstreet, Inc.	W & B T-Shirt
43. DAVID CATES	MONSON	CMP - Public Safety	Hand Bag, Hat, Travel Cup
44. BRIAN TURNER	MONSON	Freightliner of Maine	Freightliner Pen & Calculator Set
45. DAVID FOWLER	NORRIDGEWOCK	Palmer Spring Co.	Hat/T-Shirt Combo
46. JOE BISHOP	NORRIDGEWOCK	White & Bradstreet, Inc.	1 Pair of Portland Sea Dog Tickets
47. PETER MERROW	PORTLAND	Applies Forestry	T-Shirt
48. STEVE WHITE	PORTLAND	Cummins Northeast, Inc.	Cummins T-shirts, hats, bottle cozies
49. SOBIERAJ WIESLOW	PORTLAND	DJ's Municipal Supply Inc	25 Person First Aid Kit
50. TED SHANE	SEBAGO	Maine Technical Source	100' Fiberglass Tape

HIGHWAY CONGRESS PRIZE WINNERS, CONTINUED

51. ED RIDLON	SEBAGO	McFarland Spring Corp.	Boss Snowplow Sweatshirt
52. SCOTT DOUGLAS	SEBAGO	Old Dominion Brush Company	2 Hats
53. STEVE SOUCY	SKOWHEGAN	DJ's Municipal Supply Inc.	\$25 Gift Cert. to Sam's or Walmart
54. TONY COSTA	SKOWHEGAN	ICMA Retirement Corporation	Countdown to Retirement Clocks
55. BILL WASHBURN	SKOWHEGAN	Maine Local Roads Center	Maine Local Roads Center Denim Shirt
56. CHARLES BESS	SKOWHEGAN	Maine Oxy	1 Milwaukee Cooler
57. COREY JOHNSON	SKOWHEGAN	Maine Oxy	1 Milwaukee Cooler
58. WALTER POWELL	SKOWHEGAN	Reed Systems, LTD.	Swiss Army Knife
59. CRAIG WORTH	SOUTH PORTLAND	DJ's Municipal Supply Inc	1 Extension Cord Reel
60. DOUG FORTIER	WINDHAM	Coastal Metal Fab	1 7/8 - 2 Convert A Ball Trailer Ball
61. DAVID WATTS	WINDHAM	White & Bradstreet, Inc.	1 Pair of Portland Sea Dog Tickets
62. MAURCE LABBE	WINSLOW	McFarland Spring Corp. Boss	Snowplow Sweatshirt
63. PAUL KILLAM	WINSLOW	McFarland Spring Corp. Boss	Snowplow T-Shirt and Hat
64. JEAN PIERRE FAUCHER	WINSLOW	White & Bradstreet, Inc.	W & B Hooded Sweatshirt
65. WOODY FREEMAN	WISCASSET	Superior Concrete Co	Denim Shirt
66. KEN COOPER	WISCASSETT	Wright-Pierce	Denim Shirt

TIME OUT FOR TRAINING in 2003!!

At last year's Twelfth Annual Highway Congress, the Maine Local Roads Center offered 6 new training stations. Thanks to the help of many volunteers, and organizations, close to 200 people participated in our training sessions. Last year's training topics included: Dig Safe, erosion control tips, hot mix asphalt, lob the lobstah, safety working in the trench, and sensible road sanding and salting. People who completed all six stations were eligible for the prizes listed in this newsletter.

Despite the rain, all the training was considered a success! Thank you to all those who helped and participated last year. See you in 2004!

MAINE LOCAL ROADS NEWS

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Maine Local Roads Center

The Maine Local Roads Center is part of the Local Technical Assistance Program (LTAP)- a nationwide effort jointly funded by the Federal Administration (FHWA), the various State Departments of Transportation, and State Universities. Its purpose is to decode technical information on roads, streets, bridges and public transportation and put it into a form that is useful to local government personnel.

The Maine Local Roads Center is sponsored by the Maine Department of Transportation (MDOT) and FHWA. This quarterly newsletter is intended to keep you informed about training opportunities in the form of workshops and seminars and about publications, techniques or products that might help you in your work. It will also provide a place where useful information can be exchanged among Maine towns on whatever road and street related topics are of interest to you.

Other resources which are available from the Center include:

- Statewide workshops on a wide variety of subjects
- The Maine "Roads Scholar" program
- A large library of videotapes and publications which are either free or available at a very nominal cost
- Practical advice and technical support by phone, email, or website
- A traveling "Road Ranger" who can provide local training or advice
- Several software programs for managing road maintenance, equipment maintenance, or sign maintenance.

We request articles from any source for inclusion in this newsletter. They should be sent to the Maine Local Roads News, Community Services Division, MDOT, 16 SHS, Augusta, ME 04333-016. Any findings, conclusions or recommendations presented in this newsletter are those of the authors and do not necessary reflect those of FHWA or MDOT.

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